TRANSITION FROM WB RTE 58 TO EB RTE 58 VIA RTE 99

**Buttonwillow** 

Avenue

Corn Camp Rd

PM 24.8

N JCT RTE 58/99/178 SEP

Fruitvale

PM 51.8

SUMMARY CHART 1-A

RTE 58/184 SEP

Vineland

Rd OC

PM R59.4 PM R60.5

60.0 / 70.0 FT

18.3 / 21.3 M

10.0 / 10.0 FT

3.0 / 3.0 M

2015

NO

F+

54/46

27.500

39,300 / 56,100

2.900

4,150 / 5,920

33 / 25

D

\_ LEGEND Conventiona Existing and Auxiliary Lanes IXXXXXXXXXXX Planned or Programmed by 2030 Number of La Auxiliary ength of Segr on this bar chart are Not To Scale

State Route

San Luis Obispo

58

Co Line

	S
al	
y XXXX	
_	
ines 2	
4 6	

Median Range (FT)

Median Range (M)

Shoulder Range (FT)

Shoulder Range (M)

Lane Width (FT/M)

Ultimate ROW (FT/M)

Facility: Existing

LOS:

**AADT:** 2004

% Trucks: AADT / Peak Hou

2030 Concept

UTC

2004

2015 / 2030

2030 Concept

SEGMENT

PM 0.0	PM 15.4
•	McKitt
1	2

0.0 / 0.0

0.0 / 0.0

0.0 / 0.0

0.0 / 0.0 FT

2C

2C(I)\*

С

300

50 / 42

C /

rick

0.0 / 0.0 FT

0.0 / 0.0 M

2.0 / 2.0 FT

0.6 / 0.6 M

800

50 /

42

**JCT RTE 33** 

3 3

0.0 / 0.0 FT

0.0 / 0.0 M

4.0 / 4.0 FT

1.2 / 1.2 M

3.500

44 / 37

Lokern Rd

PM 23.7

California Aqueduct

5 4

0.0 / 0.0 FT

0.0 / 0.0

8.0 / 8.0 FT

2.4 / 2.4 M

4.700

40 / 35

4 5

PM 27.2

Buttonwillow

0.0 / 0.0 FT

0.0 / 0.0 M

6.0 / 8.0 FT

1.8 / 2.4 M

6 6

PM 28.2

Leslie Ln

В 7

PM 31.6

7

0.0 / 0.0 FT

0.0 / 0.0 M

2.0 / 8.0 FT

0.6 / 2.4 M

I-5/RTE 58 SEP

Α

8

24.0 / 24.0 FT

7.3 / 7.3 M

8.0 / 10.0 FT

2.4 / 3.0 M

38,400

27 / 7

PM 45.8

RTE 43/58 SEP. Allen Rd

9

**Union Ave OC** 

PM R54.4

84.0 / 84.0 FT

25.6 / 25.6 M

10.0 / 10.0 FT

3.0 / 3.0 M

**S JCT RTE 58/99 SEP** 

9

60.0 / 84.0 FT

18.3 / 25.6 M

10.0 / 10.0 FT

3.0 / 3.0 M

76,000

18 /

15

18 / 15

Break in route

PM R52.4

11 10 10

PM R55.4

Cottonwood

Rd OC

12 11 12

60.0 / 60.0 FT

18.3 / 18.3 M

10.0 / 10.0 FT

3.0 / 3.0 M

70.800

94,200 / 125,300

4.250

5,650 / 7,520

22 / 17

several data sets: Rural/Urban: Indicates whether the segment is in a rural area or city limits.

**Segment:** Is self-explanatory except for

**Terrain:** Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous

ROW: Portrays Right-of-Way (ROW) and geometric data in feet and meters.

Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.

**Ultimate (UTC):** Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2030 Concept) by 2030-RTPA's and Caltrans, and the Ultima Facility to preserve ROW and plan line beyond 2030. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

LOS: The current (2004) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.

**Deficiency:** Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

**Directional Split:** Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

**AADT:** Signifies Annual Average Daily

Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.

% Trucks: Shows the percent of trucks for

\* Concept Facility meets Concept LOS.

AADT and Peak Hour.

\*\* 2-lane conventional improvements, i.e turn lanes, signals, passing lanes, etc

+ Deficient - Concept facility does not meet Concept LOS.

County / Route	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58
Description Begin	SAN LUIS OBISPO CO LINE	JCT RTE 33	LOKERN RD	CORN CAMP RD	0.1 MI W OF BUTTONWILLOW	LESLIE LANE	INTERSTATE 5/58 SEP	0.3 MI W OF ALLEN RD	S JCT RTE 99/58 SEP	UNION AVE OC	COTTONWOOD RD UC	RTE 58/184 SEP
Description End	JCT RTE 33	LOKERN RD	CORN CAMP RD	0.1 MI W OF BUTTONWILLOW	LESLIE LANE	INTERSTATE 5/RTE58 SEP	0.3 MI W OF ALLEN RD	N JCT RTE 99/58/178 SEP	UNION AVE OC	COTTONWOOD RD UC	RTE 58/184 SEP	VINELAND RD OC
Postmile Limits Begin/End	0.0 / 15.4	15.4 / 23.7	23.7 / 24.8	24.8 / 27.2	27.2 / 28.2	28.2 / 31.6	31.6 / 45.8	45.8 / 51.8	R 52.4 / R 54.4	R 54.4 / R 55.4	R 55.4 / R 59.4	R 59.4 / R 60.5
Kilopost Limits Begin/End	0.0 кр/ 24.8 кр	24.8 кр/ 38.1 кр	38.1 кр/ 39.9 кр	39.9 кр/ 43.8 кр	43.8 кр/ 45.4 кр	45.4 <sub>КР</sub> / 50.9 КР	50.9 кр/ 73.7 кр	73.7 кр/ 83.4 кр	84.3 кр/ 87.5 кр	87.5 кр/ 89.2 кр	89.2 кр/ 95.6 кр	95.6 кр/ 97.4 кр
Length (MI/KM)	15.4 мі / 24.8 км	8.3 мі / 13.4 км	1.1 мі / 1.8 км	2.4 мі / 3.9 км	1.0 мі / 1.6 км	3.4 мі / 5.5 км	14.2 мі / 22.9 км	6.0 мі / 9.7 км	2.0 мі / 3.2 км	1.0 мі / 1.6 км	4.0 мі / 6.4 км	1.1 мі/ 1.8 км
Rural / Urban	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL	URBAN	URBAN	URBAN	URBAN	URBAN
Terrain	MTNS	ROLLING	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
ROW: Range Existing (FT)	60.0 / 60.0 FT	60.0 / 60.0 FT	60.0 / 110.0 FT	60.0 / 146.0 FT	80.0 / 85.0 FT	60.0 / 110.0 FT	60.0 / 100.0 FT	110.0 / 110.0 FT	240.0 / 240.0 FT	240.0 / 240.0 FT	240.0 / 240.0 FT	240.0 / 240.0 FT
ROW: Range Existing (M)	18.3 / 18.3 M	18.3 / 18.3 M	18.3 / 33.5 M	18.3 / 44.5 M	24.4 / 25.9 M	18.3 / 33.5 M	18.3 / 30.5 M	33.5 / 33.5 M	73.2 / 73.2 м	73.2 / 73.2 M	73.2 / 73.2 M	73.2 / 73.2 M

0.0 / 0.0 FT

0.0 / 0.0 M

6.0 / 8.0 FT

1.8 / 2.4 M

12.0 FT / 3.7 M 12.0 FT / 3.7 12.0 FT / 3.7 M 9.0 FT / 2.7 M 10.0 FT / 3.0 N 12.0 FT / 3.7 M 60 FT / 18.3 M 240 FT / 73.2 N 240 FT / 73.2 N 110 FT / 33.5 N 110 FT / 33.5 M 146 FT / 44.5 M 110 FT / 33.5 M 146 FT / 44.5 M 110 FT / 33.5 N 134 FT / 40.8 M 240 FT / 73.2 M 240 FT / 73.2 M 4F 4F 4F 2C 2C 2C 4C 2C 2C 4C 2C(I)\*\* 2C(I)\*\* 2C(I)\*\* 2C(I)\*\* 4C 2C(I)\*\* 4C 6F+AUX 6F 6F

2C(I)\*\* 4C 4C 4F 4F 8F 6F+AUX 8F 8F 8F 2C(I)\*\* В С Α D F Е С С F / F F / F F / F B / C C / F / F E / B / C A / B D / D / E D С C С С С D D

11,400

34 / 37

2004 2004 2015 2030 N/A 2004 2030 2004 N/A N/A N/A Deficiency/Year Deficient Project in STIP/RTP (Y/N) YES NO YES YES YES NO NO NO YES YES YES LOS W/ Concept N/A N/A N/A N/A N/A **B**\* F+ F+ F+ N/A\* 52/48 54/46 54/46 52/48 52/48 57/43 60/40 59/41 56/44 55/45 53/47 Directional Split (Peak Hou

7,400

37 / 30

46,500 / 56,100 90,900 / 117,200 600 / 1,000 1,100 / 1,600 4,400 / 5,500 6,000 / 7,800 7,400 / 9,900 10,900 / 15,900 14,700 / 19,200 95,000 / 118,600 2015 / 2030 50 700 1.000 1.110 1.140 2.110 4.180 3.900 170 530 Peak Hour: 2004 5,230 / 6,520 4,990 / 6,440 90 / 170 240 / 350 660 / 830 900 / 1,160 1,330 / 1,770 1.630 / 2.390 1,470 / 1,920 2,550 / 3,080 2015 / 2030

40 /

32

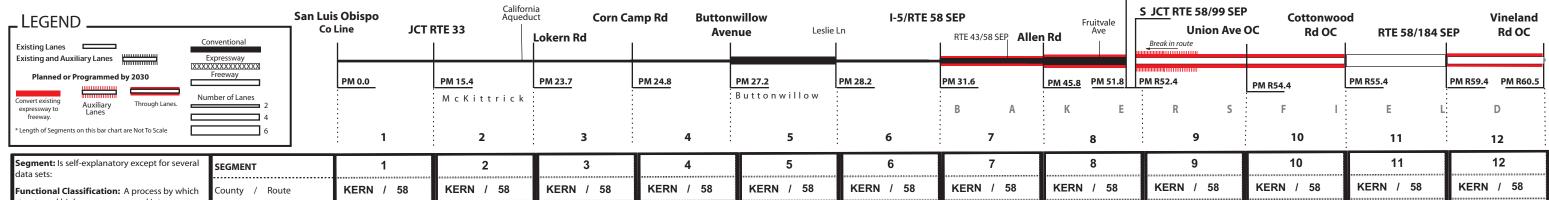
5,600

State Route 58

TRANSITION FROM WB RTE 58 TO EB RTE 58 VIA RTE 99

N JCT RTE 58/99/178 SEP

SUMMARY CHART 1-B



streets and highways are grouped into or classification systems.

NHS (National Highway System): Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

Freeway/Expressway System: The Statewide system of highways declared to be essential to he future development of California.

Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

**STRAHNET:** A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

IRRS (Interregional Road System): A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

STAA (Surface Trasnportation Assistance Act): This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accomodate STAA trucks. Other designations i.e., California Legal offer more limited access.

**Scenic:** A highway may be designated scenic depending upon how much of the natural andscape can be seen by travelers.

ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilties nost directly, conveniently and efficiently to intrastate, interstate, and international markets.

Biological/Historical Resource Sensitivity: Indicates whether an endangered species of flora and/or fauna is present or a property of nistorical significance is in the area.

Fr	eeway  eer of Lanes	PM 0.0	PM 15.4 McKittrick	PM 23.7		PM 27.2 Buttonwillow	PM 28.2	PM 31.6	PM 45.8 PM 51.8 F	PM R52.4	PM R54.4	PM R55.4	PM R59.4 PM R60.5
	6	1	2	3	4	5	6	7	8	9	10	11	12
al s	SEGMENT	1	2	3	4	5	6	7	8	9	10	11	12
- 1	County / Route	KERN / 58											
	Description Begin	SAN LUIS OBISPO CO LINE	JCT RTE 33	LOKERN RD	CORN CAMP RD	0.1 MI W OF BUTTONWILLOW	LESLIE LANE	INTERSTATE 5/58 SEP	0.3 MI W OF ALLEN RD	S JCT RTE 99/58 SEP	UNION AVE OC	COTTONWOOD RD UC	RTE 58/184 SEP
	Description End	JCT RTE 33	LOKERN RD	CORN CAMP RD	0.1 MI W OF BUTTONWILLOW	LESLIE LANE	INTERSTATE 5/RTE58 SEP	0.3 MI W OF ALLEN RD	N JCT RTE 99/58/178 SEP	UNION AVE OC	COTTONWOOD RD UC	RTE 58/184 SEP	VINELAND RD OC
115,	Postmile Limits Begin/End	0.0 / 15.4	15.4 / 23.7	23.7 / 24.8	24.8 / 27.2	27.2 / 28.2	28.2 / 31.6	31.6 / 45.8	45.8 / 51.8	R52.4 / R54.4	R54.4 / R55.4	R55.4 / R59.4	R59.4 / R60.5
 K	(ilopost Limits Begin/End	0.0 кр/ 24.8 кр	24.8 кр / 38.1 кр	38.1 кр/ 39.9 кр	39.9 кр / 43.8 кр	43.8 кр / 45.4 кр	45.4 кр / 50.9 кр	50.9 кр/ 73.7 кр	73.7 кр/ 83.4 кр	84.3 кр/ 87.5 кр	87.5 кр / 89.2 кр	89.2 кр / 95.6 кр	95.6 кр/ 97.4 кр
L	ength (MI/KM)	15.4 мі / 24.8 км	8.3 мі / 13.4 км	1.1 мі / 1.8 км	2.4 мі / 3.9 км	1.0 мі / 1.6 км	3.4 мі / 5.5 км	14.2 мі / 22.9 км	6.0 мі / 9.7 км	2.0 мі / 3.2 км	1.0 мі / 1.6 км	4.0 мі/ 6.4 км	1.1 мі / 1.8 км
all I	Functional Classification	Major Arterial	Principal Arterial in urban area (P1M)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)							
	National Highway System (NHS) (Y/N)	NO	NO	NO	NO	NO	NO	YES	YES	YES	YES	YES	YES
S	System (NHS) (Y/N) reeway/Expressway System (Y/N)	NO	NO	NO	NO	NO	NO	YES	YES	YES	YES	YES	YES
F	Regionally Significant (Y/N	YES											
e g	STRAHNET (Y/N)	NO	YES	YES	YES	YES							
_	Lifeline (Y/N)	NO											
	RRS (Yes: HE=High Emphasis =Focus, G=Gateway) or No	NO NO	NO	NO	NO	NO	NO	HE,F,G	HE,F,G	HE,F,G	HE,F,G	HE,F,G	HE,F,G
T): T,	RUCK NETWORK: STAA NN=National Network, A=Terminal Access) or L=California Legal, R=Specia estrictions; A=Advisory	A	CL	CL	CL	CL	CL	CL, TA	TA	NN	NN	NN	NN
	cenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
10	CES (Intermodal Corridor of Economic Significance) (Y/N	NO	YES	YES	YES	YES							
L	General Plan/RTP OS Standard	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System
G	ieneral Plan/RTP Standard	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	FREEWAY	FREEWAY	FREEWAY	FREEWAY	FREEWAY	FREEWAY
. Г	Bike Use Allowed (Y/N)	YES	NO	NO	NO	NO							
E	Biological Resource Sensitivity (Y/N)	NO											
H	Historical Resources Present (Y/N)	NO											

SUMMARY CHART 2-A

State Route 58

**RTE 202/58 SEP** – Legend -**Tower Line** Bena Rd UC Caliente/Bealeville Tehachapi San Bernardino Conventional Vineland Rd OC Rd OC Rds Rd OC Existing Lanes Cameron Canyon Rd OC California City Blvd Co Line Rte 223 Expressway

XXXXXXXXXXXXXXXXX Dennison Rd OC RTE 14 Airport Rd Existing and Auxiliary Lanes Planned or Programmed by 2030 Number of Lanes PM R129.0 PM R60.5 PM R65.7 PM 74.9 PM 77.1 PM 90.7 PM R95.2 PM 104.3 PM R107.6 PM R118.0 PM 143.9 Auxiliary Lanes Through Lanes. expressway to Mojave California City Boron Tehachapi Length of Segments on this bar chart are Not To Scale 13 14 15 16 17 18 19 20 21 22 Segment: Is self-explanatory except for 13 14 15 16 17 18 19 20 21 22 SEGMENT several data sets: KERN / 58 KERN / 58 KERN / 58 **KERN / 58** KERN / 58 County / Route Rural/Urban: Indicates whether the segment is in a rural area or city limits. 2.7 MI E OF CAMERON 4 MI W OF NORTH 4.2 MI E. OF AIRPORT 1.4 MI E OF 0.7 MI E OF BENA RD CALIENTE/BEALEVILLE RTF 202/58 SFP TEHACHAPI RD OC VINELAND RD OC TOWER LINE RD OC Description Begin CANYON RD OC JCT RTF 14 CALIFORNIA CITY BLVD **Terrain:** Shows the general highway grade: minimal grade = level; moderate SAN BERNARDINO CALIENTE/BEALEVILLE 2.7 MI E OF CAMERON 4 MI W OF NORTH 4.2 MI E OF AIRPORT 0.7 MI E OF BENA RD 1.4 MI E OF Description End TOWER LINE RD OC RTE 202/58 SEP TEHACHAPI RD OC CANYON RD OC grade = rolling; and severe grade = CALIFORNIA CITY BLVD CO LINE mountainous R 118.0 / R 129.0 R 129.0 / R 143.9 Postmile Limits Begin/End R 60.5 / R 65.7 R 65.7 / 74.9 74.9 / 77.1 77.1 / R 90.7 R 90.7 / R 95.2 R 95.2 / 104.3 104.3 / R 107.6 R 107.6 / R 118.0 ROW: Portrays Right-of-Way (ROW) and geometric data in feet and meters. 167.8 KP / 173.2 KP 173.2 KP / 189.9 KI 207.6 KP / 231.6 KF 146.0 KP / 153.2 KP 153.2 KP / 167.8 KF 189.9 KP / 207.6 KP 105.7 KP / 120.5 KF 120.5 KP / 124.1 K 124.1 KP / 146.0 KF Kilopost Limits Begin/End 97.4 KP / 105.7 KP Shoulder Range: Is a range of treated surface (8' standard), both inside and 13.6 мі / 21.9 км 4.5 MI / 7.2 KM 9.1 MI / 14.6 KM Lenath (MI/KM) 3.3 MI / 5.3 KM 10.4 mi / 16.7 km 11.0 мі / 17.7 км 14.9 mi / 24.0 km 5.2 mi / 8.4 km 9.2 MI / 14.8 KM 2.2 MI / 3.5 KM outside shoulders. Ultimate (UTC): Is the typical ROW RURAL RURAL **RURAL** RURAL URBAN **RURAL** RURAL **RURAL** RURAL **RURAL** Rural / Urban needed for the ultimate facility i.e. 8 lane freeway (8F) 218' is the standard typical LEVEL **MTNS MTNS** MTNS **ROLLING ROLLING** LEVEL LEVEL LEVEL LEVEL UTC ROW - will be updated upon corridor plan lining by specific sections of highway 200.0 / 200.0 F 300.0 / 300.0 FT ROW: Range Existing (FT) 214.0 / 214.0 FT 200.0 / 200.0 FT 200.0 / 200.0 F 225.0 / 225.0 FT 200.0 / 200.0 F 190.0 / 194.0 FT 200.0 / 200.0 FT 300.0 / 300.0 FT Facility: Shows the Existing Facility, the desired facility type (2030 Concept) by 61.0 / 61.0 N 61.0 / 61.0 N 68.6 / 68.6 M 61.0 / 61.0 57.9 / 59.1 N 61.0 / 61.0 M 61.0 / 61.0 N 91.4 / 91.4 M 91.4 / 91.4 N ROW: Range Existing (M) 65.2 / 65.2 N 2030-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line 99P^ / 99P^ FT 70.0 / 70.0 F1 16.0 / 36.0 FT 16.0 / 22.0 F 16.0 / 22.0 FT 46.0 / 46.0 FT 10.0 / 46.0 FT 10.0 / 22.0 FT 12.0 / 22.0 F 14.0 / 99P^ FT Median Range (FT) beyond 2030. It also shows whether a passing lane exists, 2C(I) indicates that the 3.0 / 6.7 M 30.2 / 30.2 N 14.0 / 14.0 N 3.0 / 14.0 N 3.7 / 6.7 N 4.3 / 30.2 M 21.3 / 21.3 M 4.9 / 11.0 N 4.9 / 6.7 N 4.9 / 6.7 N Median Range (M) highway has been improved in select locations with operational or safety 4.0 / 10.0 FT 8.0 / 10.0 FT 10.0 / 10.0 FT 4.0 / 8.0 FT 4.0 / 8.0 FT 8.0 / 10.0 FT improvements. Examples are: passing Shoulder Range (FT) lanes, channelization and traffic signals. 2.4 / 3.0 N 3.0 / 3.0 M 3.0 / 3.0 3.0 / 3.0 N 3.0 / 3.0 M 1.2 / 3.0 M 1.2 / 2.4 M 1.2 / 2.4 M 2.4 / 3.0 M 3.0 / 3.0 M Shoulder Range (M) LOS: The current (2004) LOS (level of service), along with the expected 12.0 FT / 3.7 N 12.0 FT / 3.7 M 12.0 FT / 3.7 M 12.0 FT / 3.7 N 12.0 FT / 3.7 M 12.0 FT / 3.7 M 12.0 FT / 3.7 M calculated LOS in 2015 and 2030. The 2030 ane Width (FT/M) Concept is the target LOS desired, i.e., LOS 300 FT / 91.4 M 214 FT / 65.2 M 200 FT / 61.0 N 200 FT / 61.0 225 FT / 68.6 N 200 FT / 61.0 M 194 FT / 59.1 N 200 FT / 61.0 M 200 FT / 61.0 I 300 FT / 91.4 M C, for attainment by 2030 Caltrans. Ultimate ROW (FT/M) Deficiency: Occurs when the target LOS is Facility: Existing 4F 4E 4F 4F 4F 4F 4E 4F 4F 4E degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving 4F 4F 6F 4F+AUX 6F 4F+AUX 4F 4F 4F 4F 2030 Concept project is in the STIP, and what the LOS would be with the 2030 Concept 6F 6F UTC 6F 6F+AUX 6F 6F+AUX 6F 6F 6F 6F improvement. **Directional Split:** Denotes the split in LOS: 2004 В В В С В В Α Α Α Α peak hour traffic flow on a directional basi (NB/SB or WB/EB) either in the morning F / F C / D / C / E A / A B / C A / B A / В E / F F / F F 2015 / 2030 (AM) or evening (PM). С С С **AADT:** Signifies Annual Average Daily С С С С С С С 2030 Concept Traffic. 2015 N/A N/A N/A Deficiency/Year Deficient 2030 2015 2015 2015 2030 N/A Peak Hour: Indicates a representation of the maximum hour of traffic flow during Project in STIP/RTP (Y/N) YES YES NO NO YES YES NO YES YES NO the day. % Trucks: Shows the percent of trucks for LOS W/ Concept В\* N/A N/A D+ E+ F+ F+ N/A N/A **A**\* AADT and Peak Hour. \* Concept Facility meets the Concept LOS 57/43 57/43 54/46 54/46 54/46 57/43 54/46 54/46 54/46 54/46 Directional Split (Peak Ho \*\* 2-lane conventional improvements, i.e. 13,400 14.200 22,900 19,500 20,400 20.700 18,900 18,100 17,800 19,100 AADT: 2004 turn lanes, signals, passing lanes, etc + Deficient - Concept facility does not 31,200 / 51,400 29,500 / 48,300 19,900 / 22,400 18,000 / 24,100 26.400 / 36.500 19.700 / 27.700 39,100 / 74,100 43,100 / 80,600 36,900 / 69,600 37,900 / 70,600 2015 / 2030 meet Concept LOS. 1,240 1,050 1,100 1,490 1.470 1.300 1.210 1,260 850 99P^ Median width 100 feet or greater, Peak Hour: 2004 with or without variance. 1,740 / 2,410 2015 / 2030 2,330 / 4,360 1,980 / 3,750 2,050 / 3,810 2,820 / 5,330 2,430 / 4,000 2,120 / 3,470 1,430 / 1,610 1,620 / 2,180 1,180 / 1,660 39 / 30 39 / 30 40 / 30 40 / 30 % Trucks: AADT / Peak Hou 33 / 25 30 / 30 39 / 30 38 / 30 33 / 25 39 / 30

SUMMARY CHART 2-B

**State Route** \_ LEGEND \_ Existing Lanes Existing and Auxiliary Lanes

Modice	
rentional	
ressway XXXXXXXXX eeway	
per of Lanes	
2 4	
°	

Vineland Rd OC			Tower Line Bena Rd OC		d UC Rte 223	Caliente/E Ro		Dennis	Tehacl Rd C son Rd OC			Randsburg Cutoff Rd		RTE 14 Airport Rd	California City Blyd	San Beri Co L	
	PM R60.5	["	PM R65.7		PM 74.9		PM 77.1	PM R90	<u>o.</u> 7 nachapi	PM R95.2		PM 104.3		<u>Рм к107.6</u> : Mojave	PM 113.0 California City	PM R129.0 Boron	PM 143.9
	13		14			15	16	101	<b>17</b>	18		19		20	21	22	

RTE 202/58 SEP

**Segment:** Is self-explanatory except for several

Length of Segments on this bar chart are Not To Scale

Functional Classification: A process by which streets and highways are grouped into or classification systems.

NHS (National Highway System): Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

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**Regionally Significant:** Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

IRRS (Interregional Road System): A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

STAA (Surface Trasnportation Assistance Act): This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accomodate STAA trucks. Other designations i.e., California Legal offer more limited access.

**Scenic:** A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to

intrastate, interstate, and international markets.

Biological/Historical Resource Sensitivity: Indicates whether an endangered species of flora and/or fauna is present or a property of historical significance is in the area.

XXXXXXXXXXXX Freeway										
Number of Lanes 2	PM R60.5	PM R65.7	PM 74.9	PM 77.1	PM R90.7 Tehachapi	PM R95.2	PM 104.3	PM R107.6 Mojave	PM 113.0 California City	<u>рм к129.0</u> Вогоп
6	13	14	15	16	17	18	19	20	21	22
SEGMENT	13	14	15	16	17	18	19	20	21	22
County / Route	KERN / 58									
Description Begin	VINELAND RD OC	TOWER LINE RD OC	0.7 MI E OF BENA RD UC	CALIENTE/BEALEVILLE RDS	RTE 202/58 SEP	TEHACHAPI RD OC	2.7 MI E OF CAMERON CANYON RD OC	4 MI W OF NORTH JCT RTE 14	4.2 MI E. OF AIRPORT RD	1.4 MI E OF CALIFORNIA CITY BLVD
Description End	TOWER LINE RD OC	0.7 MI E OF BENA RD UC	CALIENTE/BEALEVILLE RDS	RTE 202/58 SEP	TEHACHAPI RD OC	2.7 MI E OF CAMERON CANYON RD OC	4 MI W OF NORTH JCT RTE 14	4.2 MI E OF AIRPORT RD	1.4 MI E OF CALIFORNIA CITY BLVD	SAN BERNARDINO CO LINE
Postmile Limits Begin/End	R60.5 / R65.7	R65.7 / 74.9	74.9 / 77.1	77.1 / R90.7	R90.7 / R95.2	R95.2 / 104.3	104.3 / R107.6	R107.6 / R118.0	R118.0 / R129.0	129.0 / 143.9
Kilopost Limits Begin/End	97.4 кр / 105.7кр	105.7 <sub>KP</sub> / 120.5 <sub>KP</sub>	120.5 <sub>KP</sub> / 124.1 <sub>KP</sub>	124.1кр / 146.0кр	146.0 <sub>KP</sub> / 153.2 <sub>KP</sub>	153.2 <sub>KP</sub> / 167.8 <sub>KP</sub>	167.8кр / 173.2кр	173.2кр / 189.9кр	189.9кр/ 207.6кр	207.6 <sub>KP</sub> / 231.6 <sub>KI</sub>
Length (MI/KM)	5.2 мі / 8.4 км	9.2 мі / 14.8 км	2.2 мі / 3.5 км	13.6 мі / 21.9 км	4.5 <sub>MI</sub> / 7.2 <sub>KM</sub>	9.1 мі / 14.6 км	3.3 мі / 5.3 км	10.4 мі / 16.7 км	11.0 мі / 17.7 км	14.9 mi / 24.0 km
Functional Classification	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial in urban area (P1P)	Principal Arterial				
National Highway System (NHS) (Y/N)	YES									
Freeway/Expressway System (Y/N)	YES									
Regionally Significant (Y/N)	YES									
STRAHNET (Y/N)	YES									
Lifeline (Y/N)	NO									
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	HE,F,G									
TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	NN									
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	NO	NO	NO	NO	NO	NO	Eligible	Eligible
ICES (Intermodal Corridor of Economic Significance) (Y/N)	YES									
General Plan/RTP LOS Standard	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System
General Plan/RTP Standard Highway Classification	FREEWAY									
Bike Use Allowed (Y/N)	NO	NO	YES	YES	YES	YES	YES	NO	YES	YES
Biological Resource Sensitivity (Y/N)	NO	YES	YES	NO	YES	NO	NO	YES	YES	YES
Historical Resources Present (Y/N)	NO									